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INFORMATION REPORT

REPORT

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COUNTRY East Germany

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SUBJECT Railroad Construction Projects

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1. Between 15 and 22 April 1955, it was observed that the railroad bridge over the Oder River near Neu-Ruednitz has been completed. The bridge is to be provided with one track, for which the rails and ties have not yet arrived. The German-Polish border is to extend through the middle of the structure. For the time being, the Wriezen-Neu Ruednitz railroad line is to be operated as a secondary line capable of heavy loads. A speed limit of 50 km p.h. has been fixed for this line.¹

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2. a. Between 25 April and 4 May 1955, the preliminary design for the new railroad line between Saarmund and Golln including the bridge over the Havel River near Forsthaus Templin was completed. This bridge is to have three openings two of which are to be bridged by girders while the middle opening is to be bridged by a concrete arch bridge. The foundations for the river piers are to be built under compressed air (sic). On the Templin side of the Havel River, the piers are to have a thickness of up to 45 (sic) meters below the level of the water. The piers are to be removed by piling up earth. For the time being, the Saarmund-Golln railroad line will be built along the old line. Half-way between Saarmund and Potsdam-Bued a crossing point will be built.²

b. The preliminary design for the construction of the Hoyerswerda-Schwarze Pumpe railroad line has not yet been completed but surveying for the project has begun. It has been calculated that a total of 550,000 cubic meters of earth will have to be moved. The total length of the line will be 17.45 km from the Knappenrede railroad station. A crossing point will be erected at kilometer station 5.00; the transfer station for the Brown Coal Combine will extend from kilometer station 10.7 to kilometer station 12.0, while the passenger station of the combine will be between kilometer stations 16.9 and 17.45. The line will cross the Kleine-Spree River east of Tiegling and near Sprewitz and will pass under the Sprewitz-Burghammer highway south of Sprewitz. The bridges over the Kleine-Spree River will be provided with openings about 20 meters wide. Roads in the wooded area between Tiegling and Sprewitz will be intersected at level crossings protected by barriers.³

3. On 3 May, it was observed that a cart road was being built or paved between the two eastern tracks of Prera railroad station. The cart road will be about 100 meters long.

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4. The following observations were made between 27 April and 9 May:
- a. Construction work connected with the enlargement of tracks between the railroad bridge east of Wustermark-Ort and the WWT interlocking plant in line with Highway No 103 continued. Construction work was executed by the Reichsbahn Bau-Union, and the construction workers were quartered in temporary buildings at the Wustermark marshalling yard. The bridge planned in the course of Highway No 103 has not yet been built. The railroad track at this point has been relaid on a lower level. Work on the construction of the bridge foundations has been begun.⁵
 - b. The last gap of the Berlin Rail circuit between Wustermark-Ort and Brieselang is to be completed in June 1955. In order to accelerate construction work, a mobile construction shop was dispatched from Calbe to the Wustermark marshalling yard on 8 May 1955.⁶
5. The railroad bridge over the Oder River near Zaeckerick/Neu-Ruednitz was completed in late February 1955. Work on the permanent way of the railroad line to Wriezen (embankment and ballast) was under way. The line cannot be put into operation prior to the reconstruction of the railroad bridge over the Alte Oder River immediately in front of Wriezen. Temporary buildings to house construction workers were being erected at the site of this bridge.¹
6. On 6 May, a worker who is employed near the railroad bridge between Neu-Ruednitz and Zaeckerick stated that this bridge had been completed and that load tests on the structure were scheduled to be made between 8 and 14 May. The worker mentioned also said that the railroad track between Wriezen and the bridge has not yet been completed.¹
7. On 12 May, it was learned that a new railroad line branching off to the east from the Wildpark-Caputh-Beelitz line south of the former Potsdam-Luftschiffhafen was to be built by order of the Soviets. This line is to cross Lake Templin near Forsthaus Templin and to join the Michendorf-Gross-Beeren railroad line near Saarmund. Lake Templin, which at this point is more than 1 km wide, is to be crossed on an embankment at least 10 meters high. In its middle, this embankment will have an opening to be bridged by three arches. Test borings were being made on the western and eastern banks of the lake. It was learned from construction workers that the east bank of the lake is of a depth of 35 to 40 meters. ~~Construction for the construction of the embankment has, accordingly, been started on the eastern bank of the lake.~~
- a. The preliminary design for the construction of the Hoyerswerda-Schwarze Pumpe railroad line was completed on 17 May 1955. The cost of the project has been estimated at 50.5 million DEM. The railroad embankment is to be built wide enough for two tracks, but for the time being, only one track will be built.³
 - b. According to plans made for 1956, mainly excavation work will be done on the Karow-Wuhlheide railroad line. Orders have been given to prepare the construction of a second crossing loop at Buch railroad station.⁷
9. On 10 May, it was observed that work on the reconstruction of the Zaeckerick Neu Ruednitz railroad bridge had progressed so far that the bridge might be ready for operations within five or six weeks. The new bridge is a steel structure resting on several concrete piers. It appeared that only one track would be laid on the bridge.¹

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10. The following information was obtained on 20 May:

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- a. Construction work on the Wriezen-Neu Ruednitz railroad line was making slow progress, apparently because of a shortage of funds. The railroad line is scheduled to be ready for operations by late 1956.¹
- b. The Berlin Rail Circuit is being equipped with daylight signal facilities and automatic blocking installations. After completion of this project, it will be possible to dispatch trains on the entire outer rail circuit at 10-minute intervals just as on the Berlin elevated train lines.⁸
- c. The Kamm-Wuhlheide railroad line is being double tracked.⁷

11. On 25 May, it was learned that construction of the Berlin Outer Freight Ring between Wustermark and Brieselang is being accelerated. Construction work is being accelerated. Construction work is being accelerated. Representatives of the Ministry of Transport have stated that the project has been postponed from 20 May to 25 May. It is doubtful that the latter target date will be kept.⁶ The line between Wustermark-Ort and Brieselang will be single track.

12. On 20 May, it was learned that a loading ramp was under construction at the Prora railroad station. The ramp was expected to be in service within one month. It was believed that loading and unloading operations would then be performed at Prora and no longer at Binz.⁴

1. Comment. These data confirm previous information on the completion of the Oder River bridge near Neu Ruednitz and the reconstruction of the single track Wriezen-Neu Ruednitz railroad line.

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2. Comment. This project concerns the construction of a new railroad line between Wildpark and Michendorf which is designed to close the last remaining gap of the Berlin Rail Circuit. The construction of a bridge across Lake Templin will prove a difficult undertaking.

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3. Comment. Information on the intended construction of this railroad line was transmitted previously.

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4. Comment. These construction projects will improve loading and unloading facilities of the Prora railroad station on the uegen Island. This railroad station serves KVP units stationed in this area.

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5. Comment. This construction work is connected with the establishment of a connecting curve in the Wustermarker Kreuz area.

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6. Comment. This railroad line is part of the so-called "Northwest-ring Berlin" which is being extended from Brieselang as far as Wustermark.

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7. Comment. This section of the eastern portion of the Berlin Outer Freight Ring is scheduled to be double-tracked.

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8. Comment. It was not stated on which portion of the Berlin rail circuit this project is to be executed. In view of the overall length of this rail circuit, it is not believed that the signal and automatic blocking facilities mentioned are being built simultaneously along the whole line.

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